

Revision: 8
Date: 03/18/2009

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.**

MASTER MINIMUM EQUIPMENT LIST

BEECHCRAFT MODEL 300

Applicable Models:
300 (including FF Serials), 300LW, B300, B300C

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DEPARTMENT OF TRANSPORTATION		
FEDERAL AVIATION ADMINISTRATION		
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HIGHLIGHTS OF CHANGE			

The Model 300 FF serials have been incorporated into this MMEL at Revision 8 and no longer have a separate MMEL as of the effective date of this revision.

Definitions Updated in accordance with Policy Letter 25,
(O) & (M) Guidelines: Updated all pages for Revision 8.

- 21-1 Add applicability, changed Remarks for redundant warning systems, Add (O) proc.
- 21-2 Changed Remarks and add (O) procedure for unpressurized operation.
- 21-3 Add applicability and add (O) procedure for unpressurized operation.
- 21-4 Add applicability, changed Remarks for redundant warning systems, Add (O) proc.
- 21-4-1 Changed Remarks to remove restriction to operate unpressurized.
- 21-5 Add (O) procedure for unpressurized operation and change Remarks
- 21-6 Add (O) procedure for unpressurized operation and change Remarks
- 21-7 Add (O) procedure for unpressurized operation and change Remarks
- 21-8 Add (O) procedure for unpressurized operation and change Remarks
- 21-9 Add (O) procedure for unpressurized operation and change Remarks
- 21-11 Change Ground Air Cooling System to Category "D"
- 21-12 Corrected applicability for Rudder Boost and add remark for BLEED AIR OFF Annunciator & 25,000 ft.
- 21-14 Add (O) procedure for unpressurized operation and change Remarks
- 21-16 Change Electric Heat System to Category "D"
- 21-18 Add Remark for suitable cabin temperatures and 25,000 ft.
- 21-19 Add Remark for suitable cabin temperatures and unpressurized flight with (O) proc.
- 21-20 Add Auxiliary Air Conditioner relief applicable to FF serial number aircraft.
- 21-21 Add Auxiliary Evaporator applicable to FF serial number aircraft.
- 21-22 Add Aft Blower relief.
- 22-1 Delete redundant Remarks for operative Rudder Boost and add RVSM NOTE.

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HIGHLIGHTS OF CHANGE			

- 22-1-1 Make Autopilot Mode Control Switch Indicators a sub-item of Autopilot and add (O) procedure. Change applicability to equipment installed from serial number.
- 22-1-2 Make Autopilot Mode Annunciators a sub-item of Autopilot. Change applicability to equipment installed from serial number.
- 22-2 Correct model designation for applicability of Yaw Damp, Correct format.
- 22-3 Correct Autopilot Disconnect applicability, update IAW PI-93 and correct format. Remove serial number applicability because of changed Remarks.
- 22-4 Changed Item description of Autopilot/Flight Director Go-Around Button, Add (O) for alternate procedure to execute go-around.
- 22-5 Relocate Flight Director Relief from Chapter 34 and add Autopilot & RVSM NOTE
- 22-5-1 Make Flight Director Mode Switch Indicators a sub-item of Flight Director. Change applicability to equipment installed from serial number.
- 22-5-2 Make Flight Director Mode Control Panel Annunciators a sub-item of Flight Director. Change applicability to equipment installed from serial number.
- 23-2 Change to add "system" including audio amplifier & add Remarks for one inoperative.
- 23-3 Delete audio amplifier as separate relief because requires maintenance to determine.
- 23-4 PA System relief updated to comply with PL-09 and not required by FAR.
- 23-5 Change Static Discharge Wick relief to allow for various static wick configurations.
- 23-6 Remove *** from CVR Item number and updated to comply with PL-29.
- 23-7 Add (O) for alternate procedure when operator procedures use recorded briefing.
- 23-8 Add Boom Microphone descriptor for headset mics. PL-58
- 23-9 HF communication relief updated IAW PL-106.
- 23-10 Correct format for applicability and specify number required, Change Category "D", Add (M) procedure to deactivate.
- 23-14 Change Remarks to ensure one handheld mic remains available.
- 23-15 Remove Remark IAW PL-31 format.
- 23-16 VHF Interference Canceller relief added for FF Serial aircraft.
- 23-17 Interphone System relief added for FF Serial aircraft.

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HIGHLIGHTS OF CHANGE			

- 23-18 SELCAL System relief added IAW PL-117.
- 24-2 Delete DC Load Meter due to inability to complete Emergency/Abnormal Procedures without operative DC Load Meter.
- 24-3 Correct format of Remarks.
- 24-5 Change Remarks to "VFR" to resolve RVSM equipment requirements.
- 24-8 Correct format of Remarks.
- 24-10 Correct number installed, number required and format of Remarks, add applicability.
- 25-1-1 Changed remarks to allow relief without (M) procedure.
- 25-1-2 Delete Remarks because Lumbar Support does not affect seat position.
- 25-1-3 Correct format of Remarks and add placard requirement.
- 25-2 Passenger Seat relief updated IAW PL-79 as applicable.
- 25-3 ELT updated IAW PL-120, Change Remarks to have ELT ARMED.
- 25-4 Emergency Medical Equipment relief updated IAW PL-73.
- 25-5 Passenger Convenience Items relief updated to NEF IAW PL-116.
- 25-6 Add Flight Inspection Panel Equipment applicable to FF serial number aircraft.
- 25-7 Expand procedures NOTE for EMS Equipment.
- 25-9 Changed Overwater Equipment to Flotation Equipment and create sub-items.
- 25-10 External Lavatory Door Ashtray relief interval updated to comply with PL-85.
- 25-11 Update Seat Belt placard relief to include PL-89 placards.
- 25-13 Cargo Restraint System relief changed to comply with PL-100.
- 25-14 Cabin Storage relief updated IAW with PL-104.
- 25-17 Correct number required and add "damaged" to Remarks.
- 25-19 Moved Airspeed Indicator Bugs to Chapter 34 as sub-item of Airspeed Indicators
- 25-21 PBE moved to Chapter 35 IAW PL-43.

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HIGHLIGHTS OF CHANGE			

- 26-2 Lavatory Fire Extinguisher System changed to delete Remarks not applicable.
- 26-4 Cargo Compartment Fire Detection/Suppression Systems updated IAW PL-102.
- 26-5 Add "Engine" to Item description.
- 27-3 Correct Trim Tab Indicators number installed to agree with Item description.
- 27-4 Correct format of Remarks IAW PL-31
- 27-4-3 Add Remarks to Pitch Trim ON-OFF Switch because of AFM procedures requirements
- 28-1 Add (M) procedure to deactivate inoperative Standby Electric Boost Pumps.
- 28-6 Fuel Flow Indicators moved to Chapter 73
- 28-7 Add applicability to Item description for Fuel Counter.
- 28-8 Add (M) procedure to Engine Driven Low Pressure Fuel Boost Pumps.
- 28-9 Deleted Fuel Management Function due to lack of acceptable failure mode.
- 30-1 Correct Remarks for consistent use of terms and conditions.
- 30-3 Correct format of Remarks IAW PL-31 and specify VFR only with both inoperative
- 30-3-1 Add relief for optional Pitot Heat Annunciators.
- 30-8 Corrected numbering and format of Propeller Deice System.
- 30-8-3 Make Propeller Deice Ammeter a sub-item of Propeller Deice System.
- 30-12 Deleted Propeller Deice Ammeter, combine as sub-item of Propeller Deice System
- 31-3 Flight Data Recorder relief updated to comply with PL-87.
- 31-7 Add relief for Engine Trend Condition Monitoring System.
- 31-8 Add Structural Integrity Sensor System applicable to FF Serials Only.
- 32-1 Change Remarks to have relief for dual lamp Landing Gear Down Indicator Lights. Remove relief for entire indicator due to lack of supporting functionality.

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HIGHLIGHTS OF CHANGE			

- 32-2 Add color to Item description.
- 32-3 Change Remarks to check hydraulic fluid is full each flight day.
- 32-6 Correct Item description, Change Remark format IAW PL-31.
- 33-1 Changed Cabin Light Remarks to current policy.
- 33-5 Corrected Remarks for consistency and format.
- 33-7 Corrected Remarks for consistency.
- 33-8 Corrected Remarks for consistency.
- 33-10 Wing Ice Detection Light relief changed to comply with 97-CE-58-AD and PL-72.
- 33-11 Corrected Number Required For Dispatch
- 33-12 Corrected Number Required For Dispatch.
- 33-14 Corrected format of Remarks to include NOTE, Add Remark for operative Exit Lights.
- 34-1 Corrected Remarks for consistency and SIC requirement.
- 34-2 VSI Remarks corrected to SIC requirement and VFR only when both are inoperative.
- 34-4 Changed Navigation Equipment Item description to remove discontinued equipment.
- 34-5 Update ATC Transponders IAW PL-76, Add relief for Yoke Ident Buttons.
- 34-6 Add "system" to Marker Beacon and correct Number Installed to "- " variable.
- 34-7 Moved Flight Director relief to Chapter 22.
- 34-8 Update Radar Altimeter to comply with TAWS and TCAS requirements.
- 34-10 DME Item description written out IAW PL-31 and PL-03
- 34-11 Non-Stabilized Magnetic Compass Remarks changed to reflect available equipment.
- 34-12 Update Remarks phraseology IAW PL-111
- 34-13 ADF title spelled out for format IAW PL-31.

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HIGHLIGHTS OF CHANGE			

- 34-14 RMI title spelled out for format IAW PL-31.
- 34-15 Delete Altitude Alert/Preselector because conflicting relief.
- 34-16 TCAS I relief changed to comply with PL-32, remove (O) procedure.
- 34-17 TCAS II relief changed to comply with PL-32, remove (O) Procedure.
- 34-18 Add Remarks to Heads-Up Display for possible approach requirements.
- 34-19 GPWS relief expanded to TAWS relief IAW PL-54.
- 34-21 Correct applicability for EFIS-85 Only, Add (O) procedure for checking MPU.
- 34-23 RVSM "NOTE" added to Altitude Alerting System relief.
- 34-25 Windshear Warning relief updated to comply with PL-67.
- 34-26 Windshear Detection updated to comply with PL-67.
- 34-27 Flight Management System Changed to allow FMS relief and Remarks added to address RNAV Terminal Area operations.
- 34-28 Individual Navigation System changed to allow relief and Remarks added to address RNAV Terminal Area operations.
- 34-30 Altimeters changed applicability and Remarks format.
- 34-31 Airspeed Indicator changed applicability and Remarks format.
- 34-31-1 External Airspeed Indicator Bugs moved to Airspeed sub-item.
- 34-32 DG changed applicability and Remarks format.
- 34-33 AI changed applicability and Remarks format.
- 34-34 Primary Flight Display DELETED because AFM requires both PFDs to be operative.
- 34-35 Stabilized Compass System relief added for FF Serial aircraft.
- 34-36 IRS relief added for FF Serial aircraft.
- 34-37 EFIS Symbol Generators relief added for FF Serial aircraft only.

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HIGHLIGHTS OF CHANGE			

- 35-1 Changed Item format to clearly identify system, Add NOTE.
- 35-2 Changed oxygen gauge remarks and change (O) to an (M).
- 35-3 Correct Number Installed to “-“.
- 35-4 Protective Breathing Equipment relief added IAW PL-43.
- 37-2 Add applicability because of 300/300LW Rudder Boost Limitation.
- 46-1 IFIS (Pro Line 21 IFIS 5000) relief added.
- 46-2 Electronic Flight Bag (EFB) relief added.
- 49-1 Reinstate APU relief as optional equipment.
- 52-1 Corrected Item title and add applicability.
- 52-2 Corrected Item title and add applicability.
- 52-5 Add Remarks for Door Cable Cover to be damaged or missing and not interfere.
- 61-3 Add applicability for Autofeather Off annunciator.
- 61-4 Add relief for Reverse Not Ready Annunciator.
- 73-1 Add Chapter 73 and relocate Fuel Flow Indicators from Chapter 28.

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DEFINITIONS Effective 08/26/2008		

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification and items are numbered sequentially.

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column. Repair interval categories (A,B,C, and D) are listed on right side of column 1. Repair intervals are described in definition 22.

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for the time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.

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4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. As used in MMELs, "ER" refers to Extended Operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

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22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL. For time intervals specified in "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (flights, flight legs, cycles, hours, etc), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

An operator who has the authorization to use an MMEL also has the authority to approve extensions to the maximum repair interval for category B and C items provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the MEL extension. The operator is not authorized to extend A and D items in the MEL. Misuse of the MEL extension authority may result in the operators OpSpecs/Mspecs being amended by removing the authority for the operator to use the MEL extension authority and/or use and MEL.

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23. Electronic fault alerting system – General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

NO CUSTOMIZED DEFINITIONS OF FAULT ALERTING ARE APPLICABLE TO THE BEECHCRAFT MODEL 300, 300LW, B300, or B300C AIRCRAFT MMEL.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

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29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original type certification, supplemental type certificate, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

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The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

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The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED

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The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures.

21-1	(O)	Operations procedures to configure, flight plan and operate the aircraft unpressurized at appropriate altitudes.
21-2	(O)	Operations procedures to configure, flight plan and operate the aircraft unpressurized at appropriate altitudes.
21-3	(O)	Operations procedures to configure, flight plan and operate the aircraft unpressurized at appropriate altitudes.
21-4	(O)	Operations procedures to configure, flight plan and operate the aircraft unpressurized at appropriate altitudes.
21-5	(M)	Maintenance procedure to secure Outflow Valve in open position.
	(O)	Operations procedures to configure, flight plan and operate the aircraft unpressurized at appropriate altitudes.
21-6	(M)	Maintenance procedure to secure Safety Valve in open position.
	(O)	Operations procedures to configure, flight plan and operate the aircraft unpressurized at appropriate altitudes.
21-7	(O)	Operations procedures to configure, flight plan and operate the aircraft unpressurized at appropriate altitudes.
21-8	(O)	Operations procedures to configure, flight plan and operate the aircraft unpressurized at appropriate altitudes.
21-9	(O)	Operations procedures to configure, flight plan and operate the aircraft unpressurized at appropriate altitudes.
21-10	(M)	Maintenance procedure to deactivate Vapor Cycle System and determine no damage exists on the compressor drive system that would have an adverse affect aircraft operation.
21-11	(M)	Maintenance procedure to deactivate and ensure unit has not caused any aircraft damage.

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Guidelines for (O) & (M) Procedures			
21-12-1	(O)	Operations procedure to verify Environmental and Instrument Bleed Air Valves are both closed on the inoperative side and the aircraft is not operated in known or forecast icing conditions.	
21-12-2	(O)	Operations procedure to verify Environmental and Instrument Bleed Air Valves are both closed on the inoperative side and the aircraft is not operated in known or forecast icing conditions.	
21-14	(O)	Operations procedures to configure, flight plan and operate the aircraft unpressurized at appropriate altitudes.	
21-15	(M)	Maintenance procedure to ensure system is deactivated.	
21-16	(M)	Maintenance procedure to isolate electrical power from the Heater Elements and ensure unit has not caused any aircraft damage.	
21-18	(O)	Operations procedure to verify inoperative Environmental Bleed Air Valve is closed prior to each flight.	
	(O)	Operations procedures to configure, flight plan and operate the aircraft unpressurized at appropriate altitudes, verify both environmental Bleed Air Valves are closed prior to each flight, and establish operating environment restrictions that will ensure cabin temperatures remain safe during operation.	
21-19	(O)	Operations procedures to configure, flight plan and operate the aircraft unpressurized at appropriate altitudes, verify both environmental Bleed Air Valves are closed prior to each flight, and establish operating environment restrictions that will ensure cabin temperatures remain safe during operation.	
22-1	(M)	Maintenance procedure to ensure no electrical/mechanical fault exists that would have an adverse affect on any Flight Control function.	
22-1-1	(O)	Operations procedures to verify duplicate annunciation is displayed for the affected inoperative Mode Control Switch Indicator.	
22-1-2	(O)	Operations procedures to verify duplicate annunciation is displayed for the affected inoperative Mode Annunciator Panel Lamp.	

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Guidelines for (O) & (M) Procedures			
22-2	(M)	Maintenance procedure to ensure no electrical/mechanical fault exists that would have an adverse affect on any Flight Control function.	
22-3	(M)	Maintenance procedure to deactivate Electric Trim System.	
22-4	(O)	Operations procedures to establish method to initiate Go-Around when the Go-Around Button is inoperative.	
22-5-1	(O)	Operations procedure to verify duplicate annunciation is displayed for the affected inoperative FD Mode Control Switch Indicator.	
22-5-2	(O)	Operations procedure to verify duplicate annunciation is displayed for the affected inoperative Mode Annunciator Panel Lamp.	
23-4-1	(O)	Operations procedure to ensure passengers are properly briefed for flight and how to brief in the event of an emergency.	
23-4-2	(O)	Operations procedure to ensure passengers are properly briefed for flight and how to brief in the event of an emergency.	
23-7	(O)	Operations procedure to ensure passengers are properly briefed for affected flight operation.	
23-9	(O)	Operations procedure to ensure that SATCOM Data Link system operates normally over the entire route of flight.	
23-10	(M)	Maintenance procedure to deactivate Active Noise Canceling Sys.	
23-17	(O)	Establish alternate procedure to communicate with crewmembers in the cabin.	
23-18	(O)	Operations procedure to establish and use alternate procedures to contact and communicate with the aircraft.	
23-18-1	(O)	Operations procedure to establish and use alternate procedures to contact and communicate with the aircraft.	

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Guidelines for (O) & (M) Procedures			
24-4	(M)	Maintenance procedure to isolate power from the System.	
24-5	(M)	Maintenance procedure to disconnect and remove Standby Battery.	
24-6	(M)	Maintenance procedure to ensure Ground Power Relay is in the open (disconnected) position.	
24-7	(O)	Establish alternate procedure to ensure the Ground Power Unit Connection and Disconnection.	
24-9	(O)	Operations procedure to verify the Generator Bus Tie Relay is CLOSED and both DC Generators are operative prior to each flight.	
25-1-1	(M)	Maintenance procedure to secure the affected Arm Rest(s) in the full up position.	
25-1-4	(M)	Maintenance procedure to secure the affected Seat in a position acceptable to the flight crew.	
25-2-1	(M)	Maintenance procedure to secure the affected Seat Back(s) in the full upright position.	
25-3-2-a	(M)	Maintenance procedure to disconnect the ELT remote switch from the ELT and ensure the ELT is manually ARMED per the manufacturer's instructions.	
25-6	(M)	Maintenance procedure to remove or deactivate and secure the affected Flight Inspection equipment/component.	
25-7	(M)	Maintenance procedure to remove or deactivate and secure the affected EMS equipment/component.	
25-8	(M)	Maintenance procedure to deactivate Smartstart Security System Unit using the manufacturer's maintenance procedure.	
25-12	(M)	Maintenance procedure to ensure the affected container is empty and secured to prevent the introduction of waste.	
	(O)	Operations procedure to ensure alternate sufficient waste receptacles are available for the flight.	

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Guidelines for (O) & (M) Procedures			
25-13	(M)	Maintenance procedure to ensure Cargo Compartment with inoperative Cargo Restraint System is loaded in accordance with approved data or remains empty.	
25-14	(M)	Maintenance procedure to secure the affected Compartment is closed to prevent use.	
	(M)	Maintenance procedure to remove affected compartment door.	
	(O)	Operations procedure to ensure compartment is not used for other than permanently affixed items.	
25-14-1	(M)	Maintenance procedure to inspect Key Lock and Compartment Latch to ensure Latch remains operative.	
25-16-1	(M)	Maintenance procedure to secure the Partition Doors in the full open (stowed) position.	
25-16-2	(M)	Maintenance procedure to secure the Cockpit Divider Curtains in the stowed (open) position or removed.	
25-22	(M)	Maintenance procedure to inspect the Electric Toilet System for leaks, isolate power from the System and placard the Toilet "DO NOT USE".	
26-2	(M)	Maintenance procedure to secure Lavatory Door closed and placard "INOPERATIVE-DO NOT ENTER".	
26-3	(M)	Maintenance procedure to secure Lavatory Door closed and placard "INOPERATIVE-DO NOT ENTER".	
27-4	(M)	Maintenance procedure to ensure failure of the Electric Trim will not interfere with the proper operation of the Manual Trim and isolate electrical power from the System.	
27-4-3	(M)	Maintenance procedure to ensure the Electric Trim is deactivated and will not interfere with the proper operation of the Manual Trim.	
28-1	(M)	Maintenance procedure to deactivate and secure affected Standby Electric Boost Pump.	
28-4	(O)	Operations procedure to ensure quantity and balance of fuel on board meets the regulatory requirements of the intended flight.	

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28-8	(O)	Operations procedure to ensure Standby Electric Boost Pump is operative and Fuel Low Pressure light is operative and extinguished	
	(M)	Procedure to determine there is no fuel leak, the Low Pressure Pump has disconnected (shaft has sheared), pump failure did not introduce debris into the fuel system, and the Fuel Pressure Low annunciator is extinguished by use of the Standby Electric Fuel Pump with the engine operating at takeoff power	
30-1	(O)	Operations procedure to ensure aircraft is not operated in visible moisture below 5 degrees C.	
	(O)	Operations procedure to ensure Inertial Ice Vanes are extended on the affected side(s) and that Engine Anti-Ice ON Performance Data is used.	
	(M)	Maintenance procedure to ensure the Inertial Ice Vanes are secured in the full extended position.	
30-3-1	(O)	Operations procedure to verify both pitot heaters are operative.	
30-11	(O)	Operations procedure to ensure proper operation of the Anti-Ice Vanes prior to each departure.	
	(M)	Maintenance procedure to ensure the Anti-Ice Vanes are secured in the full extended position.	
31-2	(O)	Operations procedure to record flight time.	
31-7	(O)	Establish alternate procedure to collect engine trend monitoring data.	
32-3	(M)	Maintenance procedure to verify proper hydraulic fluid level each flight day.	
32-4	(O)	Operations procedure to prevent movement of aircraft when stopped or parked.	
32-5	(M)	Maintenance procedure to deactivate Break Deice system, verify there is no bleed air leak and ensure Rudder Boost is operative.	
	(M)	Maintenance procedure to deactivate Break Deice system and verify there is no bleed air leak.	
32-6	(O)	Operations procedure to ensure Landing Gear Handle Downlock Latch and Manual Release Button are operative.	

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Guidelines for (O) & (M) Procedures		
33-1	(O)	Procedure to identify minimum sufficient operative Lighting for the crew to perform required duties and for passengers to locate items and move safely about the Cabin during night operations.
33-11	(O)	Operations procedure to appropriately brief passengers.
34-8	(O)	Operations procedure to establish alternate means for awareness of approach minimums
	(M)	Maintenance procedure to deactivate the Radar Altimeter.
34-11	(O)	Operations procedure to ensure required number of sources of magnetic heading information are available and operative.
34-16	(M)	Maintenance procedure to deactivate and secure TCAS System.
34-17	(M)	Maintenance procedure to deactivate and secure TCAS System.
34-17-2	(O)	Operations procedure to ensure TA ONLY Mode is selected by the crew and TA visual display and audio functions are operative.
34-17-3	(O)	Operations procedure to ensure RA visual display and audio functions are operative.
34-19-A-1	(O)	Establish alternate procedures for terrain awareness with GPWS inoperative.
34-19-A-1-a	(O)	Establish alternate procedures for terrain awareness with affected GPWS Mode(s) inoperative.
34-19-A-1-d	(O)	Establish alternate procedures for terrain awareness with inoperative Advisory Callouts.
34-19-A-1-e	(O)	Establish alternate procedures for Windshear awareness, procedure must include a review of windshear avoidance and recovery procedures.
34-19-A-2	(O)	Establish alternate procedures for terrain awareness with Terrain System inoperative.

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34-19-B-1	(O)	Establish alternate procedures for terrain awareness with GPWS inoperative.	
34-19-B-1-a	(O)	Establish alternate procedures for terrain awareness with affected GPWS Mode(s) inoperative.	
34-19-B-1-d	(O)	Establish alternate procedures for terrain awareness with inoperative Advisory Callouts.	
34-19-B-1-e	(O)	Establish alternate procedures for Windshear awareness, procedure must include a review of windshear avoidance and recovery procedures.	
34-19-C-1	(O)	Establish alternate procedures for terrain awareness with GPWS or Terrain Warning System inoperative.	
34-21-1 & 2	(O)	Operations procedure to verify the MPU is operative.	
34-23	(O)	Establish alternate procedure to ensure altitude awareness by the flight crew.	
34-25	(O)	Establish alternate procedures for Windshear awareness, procedure must include a review of windshear avoidance and recovery procedures.	
34-26	(O)	Establish alternate procedures for Windshear awareness, procedure must include a review of windshear avoidance and recovery procedures.	
34-27-1	(O)	Procedure to ensure current navigation charts are available and used, status of applicable Navigation Facilities are verified, Navigation Radios are tuned manually, and flight planning is not predicated on use FMS guidance in the terminal area.	
34-28-1	(O)	Procedure to ensure current navigation charts are available and used, status of applicable Navigation Facilities are verified, Navigation Radios are tuned manually, and flight planning is not predicated on use NMS guidance in the terminal area.	
34-31-1	(O)	Operations procedure to ensure flight crew awareness of specific airspeed information.	
35-2	(M)	Maintenance procedure to use the oxygen pressure gauge in the cockpit during servicing.	
35-3	(M)	Maintenance procedure to ensure affected oxygen unit does not leak or provide flow and placard associated seat“DO NOT OCCUPY”	

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Guidelines for (O) & (M) Procedures			
37-2	(O)	Operations procedure to verify inoperative Valve is closed.	
38-1	(M)	Maintenance procedure to deactivate or isolate the affected Components and verify there are no leaks.	
	(M)	Maintenance procedure to drain the System and ensure the System is not serviced prior to repair.	
38-2	(M)	Maintenance procedure to deactivate or isolate the affected Components and verify there are no leaks.	
	(M)	Maintenance procedure to deactivate or isolate the affected Components, verify there are no leaks and placard Door "INOPERATIVE - DO NOT ENTER".	
46-1-1	(O)	Procedure to ensure all the aeronautical information required for the flight is available in paper form or dual redundant electronic form.	
46-1-2	(O)	Procedure to ensure all the aeronautical information required for the flight is available in paper form or dual redundant electronic form.	
46-1-3	(O)	Operations procedure to establish and use alternate procedures for information affected by inoperative CMU.	
46-1-4	(O)	Operations procedure to establish and use alternate procedures for information affected by inoperative Third VHF Radio.	
46-2	(O)	Procedure to ensure all the aeronautical information required for the flight is available in current and appropriate form accessible at the pilot station. (paper form or dual redundant electronic form)	
46-2-1	(O)	Procedure to ensure adequate backup or Battery Power Supply is available to operate the EFB for the entire flight duration or alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station.	
46-2-2	(M)	Procedure to ensure associated EFB and hardware is secured in a suitable location by alternate means or removed from aircraft.	
	(O)	Procedure for alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station if the normal use of the EFB is not available.	
46-2-3	(O)	Procedures for alternate means to operate the EFB without automatic data input.	

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Guidelines for (O) & (M) Procedures

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|------|-----|--|
| 49-1 | (M) | Maintenance procedure to deactivate the APU. |
| 52-4 | (O) | Operations procedure to manually lower the Main Cabin Door in such a manner as to prevent personal injury and aircraft damage. |
| 73-1 | (M) | Maintenance procedure to ensure there are no fuel leaks associated with the Fuel Flow Indicator malfunction. |

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	2. NUMBER INSTALLED				
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	4. REMARKS AND EXCEPTIONS				
21 AIR CONDITIONING					
1. Cabin Altitude (white) Annunciator System (B300 & B300C Only)	C	1	0	May be inoperative provided the Cabin Altitude Aural Warning Horn and Cabin Altitude High Annunciator are operative.	
	C	1	0	May be inoperative provided the aircraft is operated at or below 10,000 feet MSL	
	C	1	0	(O) May be inoperative provided aircraft is configured and operated unpressurized.	
2. Cabin Altitude (red) Annunciator System (ALT WARN) (CABIN ALT HI)	C	1	0	May be inoperative provided the aircraft is operated at or below 10,000 feet MSL	
	C	1	0	(O) May be inoperative provided aircraft is configured and operated unpressurized.	
3. Cabin Differential High Annunciator System (B300 & B300C Only)	C	1	0	(O) May be inoperative provided aircraft is configured and operated unpressurized.	
4. Cabin Altitude Warning Horn System (B300 & B300C Only)	C	1	0	May be inoperative provided the aircraft is operated at or below 10,000 feet MSL	
	C	1	0	May be inoperative provided Cabin Altitude (white) and Cabin Altitude (red) annunciators are both operative.	
	C	1	0	(O) May be inoperative provided aircraft is configured and operated unpressurized.	
1) Cabin Altitude Warning Horn Cancel Switch	C	1	0	May be inoperative provided the aircraft is operated at or below 10,000 feet MSL.	
5. Outflow Valve	C	1	0	(M)(O) May be inoperative provided: a) Airplane is configured and operated unpressurized, and b) The Safety Valve is secured open.	

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21 AIR CONDITIONING					
6. Safety Valve (Dump)	C	1	0	(M)(O) May be inoperative provided: a) Airplane is configured and operated unpressurized, and b) The Safety Valve is secured open.	
7. Differential Pressure / Cabin Altitude Indicator	C	1	0	(O) May be inoperative provided aircraft is configured and operated unpressurized.	
8. Cabin Rate of Climb Indicator	C	1	0	May be inoperative for pressurized flight provided Differential Pressure/Cabin Altitude Indicator is operative.	
	C	1	0	(O) May be inoperative provided aircraft is configured and operated unpressurized.	
9. Pressurization Controller	C	1	0	(O) May be inoperative provided aircraft is configured and operated unpressurized.	
10. Vapor Cycle Air Conditioning System	C	1	0	(M)	
11. Ground Air Cooling *** System	D	1	0	(M)	

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21 AIR CONDITIONING					
12. Bleed Air Fail Annunciator System (B300 & B300C Only)					
1) Annunciator Fails to Illuminate (L or R BLEED FAIL)	C	2	1	(O) May be inoperative provided: a) Environmental and Instrument Bleed Air Valves on inoperative side are closed, b) Bleed Air Off Annunciator is operative on the operative bleed air source, c) Aircraft is operated at or below Flight Level 250, and d) Aircraft is not operated in known or forecast icing conditions	
2) Annunciator Remains Illuminated (L or R BLEED FAIL)	C	2	1	(O) May be inoperative provided: a) Environmental and Instrument Bleed Air Valves on inoperative side are closed, b) Bleed Air Off Annunciator is operative on the operative bleed air source, c) Aircraft is operated at or below Flight Level 250, and d) Aircraft is not operated in known or forecast icing conditions.	
13. L or R BL AIR OFF Annunciator System	C	2	1		
14. Cabin Door Seal System	C	1	0	(O) May be inoperative provided aircraft is configured and operated unpressurized.	
15. Aft Heat System	C	1	0	(M)	
16. Electric Heat System	D	1	0	(M)	
17. Cabin Temperature Indicator System	C	1	0		

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21 AIR CONDITIONING					
18. Environmental Bleed Air Systems (Environmental)	C	2	1	(O) One may be inoperative provided: a) Environmental Bleed Air Valve on inoperative side is closed, b) Aircraft is operated at or below Flight Level 250, and c) Bleed Air Off Annunciator is operative on the operative Environmental Bleed Air System.	
	C	2	0	(O) May be inoperative provided: a) Aircraft is configured and operated unpressurized, b) Both Environmental Bleed Air Valves are closed, and c) Cabin temperatures remain suitable for operation.	
19. Environmental Temperature Control System	C	1	0	(O) May be inoperative provided: a) Aircraft is configured and operated unpressurized, b) Both Environmental Bleed Air Valves are closed, and c) Cabin temperatures remain suitable for operation.	
1) Automatic Function	C	1	0	May be inoperative provided the Manual Function is operative.	
2) Manual Function	C	1	0	May be inoperative provided the Automatic Function is operative.	
20. Auxiliary Air Conditioner (FF-Serials Only)	C	1	0	May be inoperative provided Mission Equipment Rack temperature is monitored and turned OFF if temperature reaches 35 degrees C.	
21. Auxiliary Evaporator (FF-Serials Only)	C	1	0	May be inoperative provided Auxiliary Air Conditioner is not used.	
22. Aft Blower	C	1	0	May be inoperative provided electric heat is considered inoperative.	

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	4. REMARKS AND EXCEPTIONS				
22 AUTO FLIGHT					
1. Autopilot System	C	-	0	(M) May be inoperative provided: a) The Rudder Boost System is verified operative prior to departure in accordance with the Airplane Flight Manual, and b) Operations do not require use of autopilot. NOTE: RVSM is not authorized.	
1)Autopilot Mode Control Panel Switch Indicator Lamps (Collins FCS-65 Only)	C	-	0	(O) May be inoperative provided the affected mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciation is displayed on the pilot's EFIS Display or Mode Annunciator Panel.	
2)Autopilot Mode Annunciator Panel Lamps (Collins FCS-65 Only)	C	-	0	(O) May be inoperative provided the affected mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciation is displayed on the pilot's EFIS Display.	

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	4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT				
2. Yaw Damper				
(B300, B300C)	C	1	0	(M) May be inoperative provided aircraft is operated at or below 5,000 feet MSL.
	C	1	0	(M) May be inoperative provided: a) STC SA5151NM (Raisbeck Engineering Dual Aft Body Strakes) is installed and b) Aircraft is operated at or below 19,000 feet MSL.
(300, 300LW)	C	1	0	(M) May be inoperative provided aircraft is operated at or below 11,000 feet MSL.
	C	1	0	(M) May be inoperative provided: a) STC SA4733NM (Raisbeck Engineering Dual Aft Body Strakes) is installed and b) Aircraft is operated at or below 18,500 feet MSL.
3. Autopilot Control Wheel Disengage Switches (AP/YD/RB/TRIM DISC)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot
	B	-	0	May be inoperative provided: a) Autopilot is considered inoperative, and b) Second level switch trim interrupt function remains operative.
	B	-	0	(M) May be inoperative provided: a) Autopilot is considered inoperative, b) Electric Elevator Trim is considered inoperative, and c) Yaw Damper is considered inoperative.

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	4. REMARKS AND EXCEPTIONS				
22 AUTO FLIGHT					
4. Autopilot/Flight Director Go-Around Button	C	-	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Alternate procedures are established and used to disconnect the Autopilot and establish initial pitch and wings level attitude.	
5. Flight Director System	C	-	0	May be inoperative provided: a) Approach procedures do not require use of Flight Director, and b) Autopilot is verified operative. NOTE: Any operative mode may be used.	
	C	-	0	May be inoperative provided: a) Approach procedures do not require use of Flight Director, and b) Autopilot is considered inoperative NOTE: RVSM is not authorized	
1)Flight Director Mode Control Panel Switch Indicator Lamps (Collins FCS-65 Only)	C	-	0	(O) May be inoperative provided the affected mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciation is displayed on the pilot's EFIS Display or Mode Annunciator Panel.	
2)Flight Director Mode Annunciator Panel Lamps (Collins FCS-65 Only)	C	-	0	(O) May be inoperative provided the affected mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciation is displayed on the pilot's EFIS Display.	

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	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
1. Communications Systems (VHF & UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by an Emergency Power Source and not required for Emergency Procedures.	
2. Cockpit Speaker System (Includes Audio Amp.)	C	2	1	One may be inoperative provided an operative headset is available to the flight crew.	
	C	2	0	May be inoperative provided: a) Two operative Headsets are available to the flight crew, and b) All aural warnings are available.	
3. Audio Amplifier				DELETED, Combine with Cockpit Speaker System, Revision 8	
4. Passenger Address System (PA)					
1) Passenger Configuration	C	1	0	(O) May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and used.	
2) Cargo Configuration	C	1	0	(O) May be inoperative provided alternate normal and emergency procedures, and/or operating restrictions are established and used.	
	D	1	0	May be inoperative provided procedures do not require its use.	

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	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
5. Static Discharge Wicks	C	-	-	May be damaged or missing provided: a) No more than two (2) total static wicks are damaged or missing, and b) Only one (1) static wick is missing from each static discharge general area (left wing, right wing, tail)	
6. Cockpit Voice Recorder (CVR)					
1) With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repairs are made within three flight days.	
2) Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.	
3) For Operators Other Than Air Carriers and Commercial Operators	A	1	0	May be inoperative provided repairs are made in accordance with applicable FARs.	
7. Recorded Passenger *** Briefing System	D	1	0	(O) May be inoperative provided passengers are appropriately briefed.	

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	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
8. Boom Microphones (Including headset mics)					
1)With FDR and Cockpit Voice Recorder Equipped to Record Boom Microphone	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repairs are made within three flight days.	
2)With Only Cockpit Voice Recorder Equipped to Record Boom Microphone	A	-	0	May be inoperative provided repairs are made within three flight days.	
3)Without Cockpit Voice *** Recorder Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.	

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
9. High Frequency (HF) Communication System	D	-	-	Any in excess of those required by FAR may be inoperative.
	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight and d) If INMARSAT codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required. NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.
10. Active Noise Canceling *** System (STC SA483CH)	D	1	0	(M)
11. Ground Communication *** Power System	C	1	0	
12. Flight Crew Intercom System	C	1	0	May be inoperative for operations not using or requiring a Second-In-Command.
13. Flight Phone System ***	D	1	0	
14. Hand Held Microphones	C	2	1	Right side may be inoperative provided Second-in-Command is not required.
	C	2	1	One may be inoperative provided a Boom Microphone is available and operative at the affected flight deck position.

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23 COMMUNICATIONS					
15. Airborne Flight *** Information System (AFIS)	D	1	0		
16. VHF Interference Canceller (FF-serials only)	C	1	0		
17. Cabin Interphone System (FF-serials Only)	C	2	0	(O) May be inoperative provided: a) Cockpit Speakers are operative and b) Alternate normal and emergency procedures and/or operating restrictions are established and used.	
18. Selective Call Systems *** (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and use.	
	D	-	0	May be inoperative provided procedures do not require its use.	

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	4. REMARKS AND EXCEPTIONS				
24 ELECTRICAL POWER					
1. DC Generator Annunciators	B	2	1	One may be inoperative provided both DC Loadmeters are operating and monitored.	
2. DC Loadmeters				DELETED, Revision 8	
3. AC Inverters (Excluding SN FL-329, 381, 383 and After, and SN FM-12 and After	B	2	1	One may be inoperative provided: a) Aircraft is operated in day VMC only, and b) AC Bus Transfer is operative.	
4. Cabin AC Power System	C	1	0	(M)	
5. Standby Power System	B	1	0	(M) May be inoperative provided: a) Airplane is operated day VFR only, and b) Standby Battery is disconnected and removed.	
1) Sonalert Standby Power Aural Warning	B	1	0	May be inoperative provided the Standby Power Annunciator is operative.	
2) Standby Power Annunciator	B	1	0	May be inoperative provided the Sonalert Standby Power Aural Warning is operative.	

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24 ELECTRICAL POWER					
6. External Power System	C	1	0	(M)	
7. External Power Annunciator	C	1	0	(O)	
8. L or R GEN BUS TIE Relay	B	2	1	One may be inoperative provided: a) Aircraft is operated day VMC only, and b) Both DC GEN Annunciators are operative.	
9. L or R GEN BUS TIE Annunciator	B	2	0	(O) May be inoperative provided: a) Affected Generator Bus Tie Relay is verified CLOSED prior to each departure, and b) Both DC GEN Annunciators are operative.	
10. #1 or #2 AC BUS Annunciator Light (SN FL-1 thru FL-380, FL-382, FM-1 thru FM-11 and FN-2 & after Only)	B	2	1	One may be inoperative provided both Inverters are operative.	
11. Battery Temperature *** Indicating System	C	1	0	May be inoperative provided Lead Acid Aircraft Batteries are installed.	

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	4. REMARKS AND EXCEPTIONS				
25 EQUIPMENT/ FURNISHINGS					
1. Flight Crew Seats					
1) Armrest(s)	C	-	0	May be inoperative provided the affected Armrest can be placed in the normal up or down position.	
	C	-	0	(M) May be inoperative provided affected armrest is secured in the up position.	
2) Lumbar Support	C	-	0		
3) Shoulder Harness	C	2	1	Right Seat Shoulder Harness may be inoperative provided: a) Operation does not require a Second-In-Command, and b) Seat is placarded "DO NOT OCCUPY"	
4) Seat Adjustment	A	-	0	(M) May be inoperative provided: a) Affected Seat is locked in a position that permits normal pilot visibility, b) Full Flight Control movement is available to the flight crew, c) Position of the affected Seat is acceptable to the flight crew, and d) Repairs are made within one flight day.	

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25 EQUIPMENT/ FURNISHINGS					
2. Passengers Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle and c) The affected Seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: A Seat with an inoperative Seat Belt or Shoulder Harness is considered inoperative.	
1) Recline Mechanism	D	-	-	May be inoperative and seat occupied provided seat is immovable in the upright position.	
	D	-	-	(M) May be inoperative and seat occupied provided seatback is secured in the full upright position.	
2) Armrest	C	-	-	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle and c) For an armrest with a recline mechanism, seat is secure in the upright position.	

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25 EQUIPMENT/ FURNISHINGS					
3. Emergency Locator Transmitter (ELT)					
1) Survival Type ELTs	D	-	-	Any in excess of those required by FAR may be inoperative or missing.	
2) Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within ninety days.	
	D	-	-	Any in excess of those required by FAR may be inoperative or missing.	
a) Remote Switch ***	D	1	0	(M) May be inoperative provided: a) Remote switch is disconnected from the ELT, and b) ELT is ARMED.	
4. Emergency Medical Equipment					
1) Automatic External *** Defibrillator (AED) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.	
2) Emergency Medical Kit *** (EMK) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.	
3) First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
25 EQUIPMENT/ FURNISHINGS					
5. Non-Essential Equipment *** & Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ash Trays are not considered NEF items.	
6. Flight Inspection Panel Equipment (FF Serials Only)	D	1	0	(M) May be inoperative provided: a) Operation is not dependent on its use, and b) Affected equipment is deactivated.	

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	4. REMARKS AND EXCEPTIONS				
25 EQUIPMENT/ FURNISHINGS					
7. Emergency Medical Services (EMS) Equipment	C	-	0	(M) May be inoperative provided inoperative system/component is deactivated and secured. NOTE: Individual EMS components may be listed in the MEL provided the operator develops the procedure to deactivate the affected system/component and provides Remarks to restrict operations to patients not dependant on the inoperative system/component	
8. Smartstart Security *** System	C	1	0	(M)	
9. Flotation / Overwater Equipment					
1)Flotation Devices (TSO-C72)	D	-	-	Any in excess of those required by FAR may be inoperative or missing.	
2)Life Rafts	D	-	-	Any in excess of those required by FAR may be inoperative or missing.	
3)Life Preservers (TSO-C13)	D	-	-	Any in excess of those required by FAR may be inoperative or missing.	
10. Exterior Lavatory Door Ashtrays	A	-	-	May be missing provided it is replaced within 3 calendar days.	
11. "FASTEN SEAT BELT" / "FASTEN SEAT BELT WHILE SEATED" Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	

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	4. REMARKS AND EXCEPTIONS				
25 EQUIPMENT/ FURNISHINGS					
12. Galley Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) Container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.	
13. Cargo Restraint Systems	C	-	-	(M) May be inoperative, or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual or Weight and Balance Document are observed.	
	C	-	-	May be inoperative or missing provided Cargo / Baggage Compartment remains empty.	

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	4. REMARKS AND EXCEPTIONS				
25 EQUIPMENT/ FURNISHINGS					
14. Cabin Storage Compartments / Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment closed, b) Associated compartment is placarded "DO NOT USE", c) Any emergency equipment located in affected compartment is considered inoperative and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed	
	C	-	-	(M)(O) May be inoperative provided: a) Affected door is removed, b) Associated compartment is not used for storage of any items, except those permanently affixed, c) Associated compartment is placarded "DO NOT USE", d) Passengers are briefed that associated compartment is not used. NOTE: Any permanently affixed Emergency Equipment located in the associated storage compartment is available for use.	
1) Storage Compartments Key Locks	D	-	-	(M) May be inoperative in the unlocked position provided door latch remains operative.	
15. Flashlight/Flashlight Holder	C	-	0	Any in excess of those required by FAR may be inoperative or missing.	

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
16. Cockpit/Cabin Partition				
1) Solid Doors	C	-	0	(M) May be inoperative if secured in the full open (stowed) position.
2) Curtains	C	-	0	(M) May be missing or stowed in the full open position.
17. Crew Assist Straps (Cockpit Overhead)	D	-	0	May be damaged or missing.
18. Cockpit Sun Visors	C	2	0	May be inoperative or missing provided there are no visual restrictions to the flight crew.
19. External Airspeed Indicator Bugs				Moved to Chapter 34, Revision 8.
20. Pyrotechnic Signal *** Device	C	-	0	Any in excess of those required by FAR may be inoperative or missing.
21. Protective Breathing *** Device				Moved to Chapter 35, Revision 8.
22. Electric Toilet System ***	D	1	0	(M) May be inoperative provided: a) Toilet Assembly is inspected for leaks, b) Circuit Breaker is pulled and COLLARED and c) Toilet is placarded "DO NOT USE".
23. Emergency Vision *** Assurance System (STC SA1050WI)	C	2	0	

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
26 FIRE PROTECTION					
1. Portable Fire Extinguisher(s)	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative Fire Extinguisher is tagged inoperative, removed from its installed location, and placed out of sight so that it cannot be mistaken for a functional Unit and b) Required distribution is maintained.	
2. Lavatory Fire *** Extinguisher System	C	-	0	May be inoperative provided Lavatory Smoke Detector System operates normally.	
	C	-	0	(M) May be inoperative provided lavatory door is locked closed and placarded "INOPERATIVE-DO NOT ENTER"	
3. Lavatory Smoke *** Detection System	C	-	0	(M) May be inoperative provided: a) Lavatory Waste Receptacle is empty, b) Associated Lavatory Door is locked closed and placarded, "INOPERATIVE-DO NOT ENTER" and c) Lavatory is used only by crewmembers.	
				NOTE 1: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers.	
				NOTE 2: Lavatory Smoke Detection System is not required for all cargo operations.	

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	4. REMARKS AND EXCEPTIONS				
26 FIRE PROTECTION					
4. Cargo Compartment Fire Detection/Suppression Systems	C	-	0	May be inoperative provided associated Cargo Compartment remains empty. NOTE 1: Does not preclude the carriage of empty Cargo Containers, Pallets, Ballast, etc. NOTE 2: Class E Cargo Compartments require only the installation of Smoke or Fire Detection Systems (not Suppression).	
5. Engine Fire Extinguisher PUSH TO EXTINGUISH Guard	A	2	0	May be broken, missing or lacking Safety Wire provided: a) Broken Guard shall not interfere with the proper indication or activation of the Extinguisher and b) Repairs are made within one flight day.	

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	4. REMARKS AND EXCEPTIONS				
27 FLIGHT CONTROLS					
1. Flap Position Indicator	C	1	0	May be inoperative provided: a) Flaps are visually checked for full travel and Flap operation is not restricted, and b) Flaps are visually checked for proper setting prior to each departure.	
2. Flap System				DELETED REVISION 5.	
3. Trim Tab Indicators (Rudder and Aileron)	C	2	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not restricted, and c) Tab is positioned to neutral prior to each departure and neural position is verified by visual inspection. NOTE: Controls must be held neutral to determine Tab Settings.	
4. Electric Elevator Trim System	C	1	0	(M) May be inoperative provided: a) Manual Trim is operative, and b) Autopilot is considered inoperative.	
1)Trim Switches	C	-	0	NOTE: Any operative Switch may be used.	
2)PITCH TRIM OFF Annunciation System	C	1	0		
3)Pitch Trim ON-OFF Switch	C	1	0	(M) May be inoperative provided: a) Electric Pitch Trim is deactivated, and b) Autopilot is considered inoperative.	

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	4. REMARKS AND EXCEPTIONS				
28 FUEL					
1. Standby Electric Boost Pumps	C	2	1	(M) One may be inoperative in accordance with AFM Limitations for operation with Aviation Gasoline and Fuel Crossfeed.	
2. Fuel Transfer System Including Annunciator	C	1	0	May be inoperative provided Auxiliary Tanks do not contain fuel.	
3. Fuel Quantity Annunciators	C	2	1	One may be inoperative provided both Fuel Quantity Indicators are operative.	
4. Fuel Quantity Indicator System	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight, b) Both Fuel Flow Indicators are operative, and c) Both Fuel Quantity Annunciators are operative.	
5. Fuel Crossfeed Annunciator	C	1	0	May be inoperative provided: a) Proper operation of Crossfeed System is checked prior to engine start, and b) Both Fuel Pressure Annunciator Lights are operative.	
6. Fuel Flow Indicators				Moved to Chapter 73, Revision 8	
7. Foxboro Fuel Counter / *** Totalizer	C	1	0		
8. Engine Driven Low Pressure Fuel Boost Pumps	B	2	1	(O)(M) One may be inoperative provided: a) Standby Electric Boost Pump is operative and ON, and b) Aviation Gasoline is not used.	
9. Fuel Management Function				DELETED, Revision 8	

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	4. REMARKS AND EXCEPTIONS				
30 ICE AND RAIN PROTECTION					
1. Engine Inertial Ice Vane Actuator Motors	C	4	2	(O) One Actuator Motor on each inlet may be inoperative provided aircraft is not operated in visible moisture at +5 degrees Celsius (C) or below.	
	C	4	2	(O) One Actuator Motor on each inlet may be inoperative provided: a) Inertial Ice Vanes are in the extended position, b) Appropriate Engine Anti-Ice On Performance Data is used, and c) Ambient temperature is +10 degrees C or below for takeoff.	
	C	4	0	(M) Both Actuator Motors of each Inlet may be inoperative provided: a) Inertial Ice Vanes are in the extended position, b) Appropriate Engine Anti-Ice On Performance Data is used, and c) Ambient temperature is +10 degrees C or below for takeoff.	
2. Heated Fuel Vents	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
3. Pitot Heaters	B	2	1	Right side may be inoperative provided: a) SIC is not required, b) RVSM is not conducted, and c) Aircraft is not operated in known or forecast icing conditions.	
	C	2	0	May be inoperative provided: a) Aircraft is operated VFR only, and b) Aircraft is not operated in known or forecast icing conditions.	
1)Pitot Heat Annunciator ***	C	-	0	(O) May be inoperative provided both pitot heaters are verified operative.	

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	4. REMARKS AND EXCEPTIONS				
30 ICE AND RAIN PROTECTION					
4. Stall Warning Heat (Lift Transducer and Mounting Plate Heater)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
5. Windshield Wipers	C	2	0	May be inoperative provided aircraft is not operated in precipitation within five nautical miles of the airport of takeoff or intended landing.	
6. Surface Deice System (Wings and Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
7. Surface Deice Annunciation System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
8. Propeller Deice System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
1)Automatic Control	C	1	0	May be inoperative provided Manual System is operative	
2)Manual Control	C	1	0	May be inoperative provided Automatic System is operative.	
3)Propeller Deice Ammeter	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
9. Windshield Heat	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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	4. REMARKS AND EXCEPTIONS				
30 ICE AND RAIN PROTECTION					
10. Rosemont Advisory Ice *** Detector System	C	1	0		
11. L and R ENG ICE FAIL and L and R ENG ANTI-ICE Engine Inertial Ice Vane Annunciators	C	4	2	(O) One may be inoperative on each side.	
	C	4	0	(M) Both may be inoperative on one or both sides provided: a) Inertial Ice Vanes are secured in the extended position, b) Appropriate Engine Anti-Ice On Performance data is used, and c) Ambient surface temperature is +10 degrees C or below for takeoff.	
12. Propeller Deice Ammeter				DELETED, Rev. 8, See Propeller Deice	

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	4. REMARKS AND EXCEPTIONS				
31 INDICATING/ RECORDING SYSTEMS					
1. Clock With Sweep Second Hand or Electrical Digital Clock.	C	-	0	May be inoperative for VFR operation.	
2. Flight Hour Recorder ***	C	1	0	(O)	
3. Flight Data Recorder (FDR) System					
(Air Carriers and Commercial Operators)	C	-	-	Any in excess of those required by FAR may be inoperative.	
	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: a. The FDR failure occurs after pushback but prior to takeoff or b. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch and d) Repairs are made within three flight days.	
(continued)					

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	4. REMARKS AND EXCEPTIONS				
31 INDICATING/ RECORDING SYSTEMS					
3. Flight Data Recorder (FDR) System (Continued)					
1)FDR Recording Parameters Required by FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally and b) Repairs are made within twenty calendar days.	
2)FDR Recording Parameters Not Required by FAR	A	-	-	May be inoperative provided repairs are made prior to completion of the next heavy maintenance check.	
(Operators Other Than Holders of Air Carrier or Commercial Operator Certificates)	C	-	-	Any in excess of those required by FAR may be inoperative.	
	A	-	0	May be inoperative provided repairs are made in accordance with applicable FARs.	
4. Unassigned Annunciators (---)	D	-	0		
5. Master Caution Annunciator	C	2	1	One may be inoperative provided left side is operative for single pilot operation.	
6. Master Warning Annunciator	A	2	1	One may be inoperative provided: a) Left side is operative for single pilot operations and b) Repairs are made within one flight day.	

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31 INDICATING/ RECORDING SYSTEMS					
7. Engine Trend Condition *** Monitoring System		D	1	0	(O) May be inoperative provided alternate procedures are established and used for engine trend monitoring.
8. Structural Integrity *** Sensor System (FF serials only)		D	1	0	May be inoperative provided Flight Data Recorder (FDR) is operative.

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	4. REMARKS AND EXCEPTIONS				
32 LANDING GEAR					
1. Landing Gear Down Indicator Lights (Green)	A	-	3	One Lamp in each Indicator may be inoperative provided: a) One Lamp in each Indicator is operative and provides sufficient illumination for positive Down and Locked Indication, and b) Repairs are made within one flight day.	
2. Landing Gear Control In-Transit Lights (Red)	C	2	1	One Bulb may be inoperative provided all Landing Gear Down Indicator Lights are operative.	
3. Hydraulic Fluid Low Annunciator	C	1	0	(M) May be inoperative provided hydraulic fluid level is verified full each flight day.	
4. Parking Brake	C	1	0	(O)	
5. Brake Deice System					
(300 & 300LW)	C	1	0	(M) May be inoperative provided Rudder Boost is not affected.	
(B300 & B300C)	C	1	0	(M)	
6. Landing Gear Control Down Lock Solenoid	C	1	0	(O) May be inoperative provided: a) Down Lock Latch is verified operative, and b) Down Lock Release Button is verified operative.	

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	4. REMARKS AND EXCEPTIONS			
33 LIGHTS				
1. Cabin Lights	C	-	-	(O) May be partially inoperative provided: a) Cabin Emergency Exit Lighting is operative, b) Sufficient Lighting is available for crew to perform required duties, c) Sufficient Lighting is operative for passenger carrying operations at night, and d) Both Cabin Exit Lights are operative.
2. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided remaining Lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
3. Strobe Lights System	C	1	0	
4. Taxi Light	C	1	0	
5. Landing Lights	C	2	1	One may be inoperative.
	C	2	0	Both may be inoperative provided the aircraft is not operated at night.
6. Pulselight System ***	C	1	0	
7. Position Lights	C	3	0	May be inoperative provided the aircraft is not operated at night.

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33 LIGHTS					
8. Anti-Collision Beacon Light System	B	1	0	May be inoperative provided the aircraft is not operated at night.	
9. Recognition Lights	C	2	0		
10. Wing Ice Inspection Light	C	-	0	May be inoperative provided aircraft is not operated at night.	
	C	-	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require the use of Wing Ice Lights.	
11. Passenger Notice System (Fasten Seat Belt – No Smoking)	C	-	0	(O) May be inoperative provided appropriate verbal briefings are given to the passengers.	
12. Baggage Compartment Lights	C	-	0		
13. Logo Lights	C	2	0		
14. Boarding Lighting System (Includes Lights Within the Airstair and in the Entryway Foyer)	C	1	0	May be inoperative provided both Cabin Exit Lights are operative. NOTE: Any operative light(s) may be used.	
15. Emergency Instrument Light System	C	1	0	May be inoperative for Day VFR operations.	

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	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
1. Gyroscopic Rate of Turn/Slip Skid Indicators (Excludes SN FL-329, 381, 383 and after, and SM FM-12 and after)	B	2	1	May be inoperative on right side provided operation does not require a Second in Command.	
	B	2	1	May be inoperative on left side provided aircraft is operated Day VFR Only.	
	B	2	0	May be inoperative provided aircraft is equipped with an operative third attitude indicator powered by an emergency power source.	
2. Vertical Speed Indicators	B	2	1	May be inoperative on right side provided operation does not require a Second in Command.	
	B	2	0	May be inoperative provided aircraft is operated VFR only.	
3. Weather Radar/Thunderstorm Detection Equipment	C	1	0	As required by FAR.	
4. Navigation Equipment (VOR/ILS, RNAV, LORAN, INS, GPS)	C	-	-	As required by FAR.	

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34 NAVIGATION					
5. ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
	D	-	1	Any in excess of those required by FAR may be inoperative.	
1)Elementary and ***Enhanced Downlink Aircraft Reportable Parameters not Required by FAR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit or annual.	
2)ADS-B Squitter ***Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.	
3)Control Wheel Transponder Ident Switch	C	-	0	May be inoperative provided Transponder Ident Selection is operative.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
6. Marker Beacon System	C	-	0	May be inoperative provided approach procedure does not require its use.	
7. Flight Director System				DELETED, Moved Chapter 22, Revision 8	
8. Radar Altimeter	C	-	0	(M)(O) May be inoperative provided: a) Class A TAWS and/or GPWS is considered inoperative, b) TCAS is considered inoperative, c) Approach procedures do not require its use, and d) Alternate procedures are established and used.	
9. Altitude Encoder				Combined with ATC Transponder	
10. Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by FAR may be inoperative.	

1 DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
11. Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro, AHRS or INS (IRU) Stabilized Compass Systems are operative.	
	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro, AHRS or INS (IRU) Stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.	
	B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.	
12. Standby Attitude Indicator	C	-	0	May be inoperative provided not required by FAR.	
	B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
13. Automatic Direction Finder (ADF)	C	-	-	As required by FAR.	
14. Radio Magnetic Indicator (RMI)	C	-	0		

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
15. Altitude Alert/Preselect				DELETED, See Altitude Alerting System	
16. Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
	C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
17. Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
	C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	
(continued)					

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
17. Traffic Alert and Collision Avoidance System (TCAS II) (Continued)					
2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA ONLY Mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
3) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
4) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) Airspace Selection *** Function	C	-	0		
18. Heads-Up Display Unit *** (HUD)	C	1	0	May be inoperative provided approach procedures do not require its use.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
19. Terrain Awareness and Warning System (TAWS)					
A. Class A TAWS Equipment Required by FAR					
1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
a) Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
c) Glideslope Deviation(s) (Mode 5)	C	-	1		
	B	-	0		
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by FAR and b) Alternate procedures are established and used.	
(continued)					

DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION				
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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
19. Terrain Awareness and Warning System (TAWS) (Continued)				
A. Class A TAWS Equipment (Continued)				
1) GPWS (Continued)				
e) Windshear Mode *** (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and indshear recovery procedures.
	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
2) Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3) Terrain Displays	C	-	1	
	B	-	0	
4) Runway Awareness and *** Advisory System (RAAS)	C	1	0	
(continued)				

DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
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AIRCRAFT: Beechcraft Model 300		REVISION NO: 8 DATE: 03/18/2009		PAGE NO: 34-9	
SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
19. Terrain Awareness and Warning System (TAWS) (Continued)					
B. Class B TAWS Equipment Required by FAR					
1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.	
a) Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.	
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative and b) Repairs are made within two flight days.	
c) Modes 2, 4 & 5 ***	C	3	0		
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by FAR and b) Alternate procedures are established and used.	
(continued)					

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FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: Beechcraft Model 300		REVISION NO: 8 DATE: 03/18/2009		PAGE NO: 34-10
SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
19. Terrain Awareness and Warning System (TAWS) (Continued)				
B. Class B TAWS Equipment Required (Continued)				
1) GPWS (Continued)				
e) Windshear Mode *** (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
2) Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	
3) Terrain Displays ***	C	-	0	
4) Runway Awareness & *** Advisory System (RAAS)	C	1	0	
C. Class C TAWS Equipment not required by FAR				
1) TAWS/GPWS ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
				NOTE 1: Any Mode that operates normally may be used.
				NOTE 2: If TEST Mode is inoperative, TAWS/GPWS must be considered Inoperative.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
20. Flight Profile Advisory *** System	C	1	0		
21. Electronic Flight Instrument System (EFIS) Multi-Function Display Unit (MFD) (Collins EFIS-85B Only)					
1) 3 Tube System	C	1	0	(O) May be inoperative provided the Multi-Function Processing Unit (MPU) is operative.	
2) 5 Tube System	C	1	0	(O) May be inoperative provided the Multi-Function Processing Unit (MPU) is operative.	
22. Traffic Advisory System *** (TAS)	D	-	0		
23. Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with Altitude Hold is operative, b) Enroute operations do not require its use and c) Repairs are made within three flight days.	
				NOTE: RVSM is not authorized	
	C	-	0	(O) May be inoperative provided: a) Aircraft is operated with a Second in Command, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.	
				NOTE: RVSM is not authorized.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
24. Ground Proximity Altitude Advisory System (GPAAS)	C	1	0		
25. Windshear Warning and *** Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
				NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedure.	
26. Windshear Detection and *** Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
				NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
27. Flight Management System	C	-	-	As required by FAR.	
1) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified, and d) RNAV Departures, RNAV Arrivals, and Instrument Approaches based on FMS guidance are not conducted	
28. Individual Navigation Management System (NMS)	C	-	-	As required by FAR.	
1) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight and c) Approach Navigation Radios are manually tuned and identified, and d) RNAV Departures, RNAV Arrivals, and Instrument Approaches based on NMS guidance are not conducted	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
29. Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	
1) Link and Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other Aircraft Systems may be used.	
2) Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.	
3) CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set and b) Screen display is acceptable to the flight crew.	
4) Data Link Transmitter(s)	D	-	0		
5) Data Link Receivers	D	-	0		

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
30. Altimeters (Pneumatic/Mechanical Altimeters Only) (Except Collins Proline 21 equipped aircraft)	B	2	1	May be inoperative on right side provided: a) Second In Command is not required, and b) Aircraft is not equipped with Air Data Display Unit(s) or Servoed Electric Altimeter(s).	
31. Airspeed Indicator (Mechanical Airspeed Indicators Only) (Except Collins Proline 21 equipped aircraft)	B	2	1	May be inoperative on right side provided: a) Second In Command is not required, and b) Aircraft is not equipped with Air Data Display Unit(s) or Servoed Electric Airspeed Indicator(s).	
1)External Airspeed ***Indicator Bugs	C	-	0	(O) May be inoperative, missing or broken.	
32. Gyroscopic Directional Indicator Systems (Mechanical Heading Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with EFIS.	
33. Gyroscopic Pitch and Bank Indicator Systems (Mechanical Attitude Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with EFIS or Servoed Electric Gyroscopic Pitch and Bank Indicator.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
34. Primary Flight Display (PFD)				DELETED Revision 8, AFM Limitation	
35. Stabilized Compass System (FF Serials with Bendix EFS-10 Only)	C	2	1	One may be inoperative provided IRS is available and used in lieu of affected compass system.	
36. Flight Inspection Inertial Reference System (IRS) (FF Serials with Bendix EFS-10 Only)	B	1	0	May be inoperative provided navigation is not predicated on its use.	
37. Electronic Flight Instrument System (EFIS) Symbol Generators (FF Serials with Bendix EFS-10 Only)	A	2	1	One may be inoperative provided: a) Aircraft is equipped with a Standby Attitude Indicator, and b) Aircraft is operated in Day VMC. NOTE: The Autopilot will be inoperative on the failed side.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
35 OXYGEN					
1. Passenger Oxygen System	C	-	-	As required by FAR.	
				NOTE: Cockpit Crew Oxygen System must be operative.	
2. External Oxygen Gauge	C	1	0	(M) May be inoperative provided the Internal Oxygen Gauge is monitored during servicing to avoid over-servicing.	
3. Passenger Oxygen Mask	C	-	0	(M) May be inoperative provided: a) Corresponding Passenger Seat is blocked and placarded "DO NOT OCCUPY" and b) Affected Mask does not permit flow when Cabin Oxygen System is activated.	
4. Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be inoperative.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
37 VACUUM/PRESSURE					
1. Suction Gauge	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
2. Instrument Air Valve (B300 & B300C Only)	C	2	1	(O) One may be inoperative provided: a) Inoperative Valve is verified closed, and b) Aircraft is not operated in known or forecast icing conditions.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
38 WATER/WASTE					
1. Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
	C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that System is not serviced.	
2. Lavatory Waste Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
	C	-	-	(M) May be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Lavatory Door is secured closed and placarded, "INOPERATIVE – DO NOT ENTER".	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
46 INFORMATION SYSTEMS					
1. Integrated Flight Information System (Pro Line 21 IFIS-5000)					
1) File Server Unit (FSU) (FSU INOP Message)	C	1	0	(O)	
***	C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used to ensure all information pertinent to the flight is accessible at the pilot station in current and appropriate form.	
2) Cursor Control Panel (CCP)	C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used to ensure all information pertinent to the flight is accessible at the pilot station in current and appropriate form.	
3) Communications *** Management Unit (CMU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
4) Third VHF *** Communications Radio	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
5) XM Satellite Weather *** System	C	1	0		

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
46 INFORMATION SYSTEMS					
2. Electronic Flight Bag *** System (EFB)	C	-	0	(O) May be inoperative provided an alternate procedures are established and used NOTE 1: If alternate source is electronic, dual redundancy is required for operation. NOTE 2: Any function, program or document which operates normally may be used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
1) Power Connection *** (Class 1 & 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
2) Mounting Device (Class 2)	C	-	0	(M) (O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft and b) Alternate procedures are established and used.	
	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	
3) Data Connectivity (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
4) EFB Printer	C	-	0	May be inoperative provided all affected pertinent flight information is printed and available prior to departure.	

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SYSTEM SEQUENCE & NUMBERS		1. REPAIR CATEGORY			
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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
49 AIRBORNE AUXILIARY POWER					
1. Auxiliary Power Unit *** (APU)		C	1	0	(M) May be inoperative provided system is deactivated.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
52 DOORS					
1. CABIN DOOR Annunciator System (300 & 300LW Only)	C	1	0	May be inoperative provided a crewmember confirms, by visual inspection, that the Cabin Door is closed and latched prior to each departure.	
2. DOOR UNLOCKED Annunciator System (B300 & B300C Only)	C	1	0	May be inoperative provided a crewmember confirms, by visual inspection, that all monitored doors are closed and latched prior to each departure.	
3. Cabin Door Lock and Upper Door Latch Observation Light System	C	1	0	May be inoperative provided a crewmember confirms, by visual inspection, using a flashlight that latches are in the locked position prior to each departure.	
4. Cabin Door Snubber	C	1	0	(O)	
5. Airstair Door Cable Covers	D	-	0	May be damaged or missing provided it does not interfere with normal operation of the Cabin Door.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
61 PROPELLERS					
1. Propeller Synchrophaser/ Synchronizer System	C	1	0		
2. Propeller Synchroscope	C	1	0		
3. Propeller AUTOFTHER OFF Annunciator (B300 & B300C Only)	A	1	0	May be inoperative provided: a) Auto Feather Switches remain in the ARM position for the entire flight and b) Repairs are made within three flight days.	

DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: Beechcraft Model 300		REVISION NO: 8 DATE: 03/18/2009		PAGE NO: 73-1	
SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
73 ENGINE FUEL & CONTROL					
1. Fuel Flow Indicators	B	2	1	(M) One may be inoperative provided both Fuel Quantity Indicating Systems are operative.	

DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: Beechcraft Model 300		REVISION NO: 7 DATE: 07/14/2004		PAGE NO: 74-1	
SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
74 IGNITION					
1. L or R IGNITION ON Annunciator	A	2	1	May be inoperative in the illuminated condition provided repairs are accomplished within three flight days.	

DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: Beechcraft Model 300		REVISION NO: 7 DATE: 07/14/2004		PAGE NO: 77-1	
SYSTEM SEQUENCE & NUMBERS		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
77 ENGINE INDICATING					
1. Dual Function Torque Indicator		C	2	0	Digital function only may be inoperative.
2. Dual Function N1 Indicator		C	2	0	Digital function only may be inoperative.

DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: Beechcraft Model 300		REVISION NO: 7 DATE: 07/14/2004		PAGE NO: 79-1	
SYSTEM SEQUENCE & NUMBERS		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
79 ENGINE OIL					
1. Oil Pressure Annunciators		C	2	1	One may be inoperative provided corresponding oil pressure gauge is operative and monitored.